

22 SHIPS OF WAR

REVIEWED BY THE PRESIDENT IN
LONG ISLAND SOUND.

Great Demonstration of America's Sea
Power at the Summer Capital of
the American Nation.

IMPRESSIVE NAVAL DISPLAY

TWELVE BATTLESHIPS AND CRUISERS
AND NINE DESTROYERS.

In Four Parallel Lines They Greet the
Executive as He Steams Down the
Lanes in the Mayflower.

TWELVE VESSELS SALUTE HIM

A TOTAL OF 2,000 GUNS ARE
FIRED IN HIS HONOR.

Fleet Passes in Review Before Him—
His Distinguished Guests—Talks
to Officers and Men.

OYSTER BAY, Aug. 17.—For the first time in the history of this country, the President of the United States to-day reviewed and inspected, in time of peace, a great fleet of United States warships. The ceremony was a magnificent and impressive naval spectacle. It was unmarred by the slightest mishap until just at its conclusion, when a torpedo boat destroyer rammed the destroyer Decatur, but doing little damage.

The incident was exciting. It occurred just at the moment when the President was receiving congratulations on the success of the maneuvers. The first squadron of destroyers, consisting of the Decatur, Bainbridge, Barry, Dealey and Chesapeake, all under command of Lieut. L. H. Chandler, was approaching the Mayflower at full speed. The vessels were in close formation. Orders were signaled from the Decatur to the other vessels to form a wedge. In executing the orders the Decatur swung across the bow of the Barry. An instant later the Barry rammed her on the starboard side. As the ships were running at a speed of twenty knots, the blow was tremendous. The Decatur listed sharply to port and seemed to be in serious distress. From the Mayflower she appeared to be sinking.

The Mayflower's boats were manned instantly, but were not lowered, as the Decatur was seen to right herself. In a few minutes she hoisted a signal of "no serious damage." The Barry, which had struck the Decatur a glancing blow, had her bow crumpled by the collision, but was not injured otherwise.

The accident put a sudden stop to the maneuvers of the destroyer squadron. Admiral Dewey ordered Lieutenant Chandler to proceed with the five vessels to the Brooklyn navy yard, where such repairs as may be necessary could be made quickly. After the damage had been repaired the squadron will join the fleet and continue the summer maneuvers.

Both the President and Mrs. Roosevelt noted the accident with great calmness, notwithstanding the fact that their son, Kermit, was on board the Decatur at the time of the collision. In commenting on the mishap, Admiral Dewey said that such an accident was a part of the war game, and must at times be expected.

SPLENDID CEREMONY.

The review took place on Long Island Sound, two miles and a half off the entrance to Oyster Bay. President Roosevelt, in company with Secretary of the Navy Moody, Admiral Dewey, Rear Admiral Taylor, Rear Admiral Rodgers, Captain Brownson, General Chaffee and General Barry, stood on the bridge of the auxiliary cruiser Mayflower as she steamed slowly down one column of the warships and up the other. The two columns extended 2,500 yards. The ships, being anchored at intervals of 500 yards, as the Mayflower passed each ship in the two columns the yards and rails of each were manned by jackies in white uniforms. The drummers gave four ruffles, the band played "Hail Columbia," and the entire crew stood at salute. As the Mayflower swept majestically past each ship the crew of the saluting vessel gave the President three cheers as the Commander-in-Chief of the army and navy of the United States.

At the conclusion of the review President Roosevelt received on board the Mayflower Rear Admiral Albert S. Barker, Commander-in-Chief of the North Atlantic Fleet; Rear Admiral John D. Sigsbee, Commander of the Caribbean squadron; Rear Admiral James B. Coghlan, commanding the second squadron, and Rear Admiral William C. Wise, commanding the training squadron. He also received the captains and commanding officers of the twenty-two vessels in the fleet.

He received also the naval attaches to the legations of foreign powers, the British Ambassador, Captain Dechair, of the British embassy; Capt. Edwin Schaefer, of the German embassy; Commander W. C. Bontakoff, of the Russian embassy, and Lieut. Commander Iam Takahashi, of the Japanese legation. Among the other officers of the fleet on board the Mayflower, were assistant Secretary of War Sanger, Sir Thomas Lipton, Col. Oliver H. P. Bland, Commodore Bourne, of the New York Yacht Club; Col. Sherman-Crawford, a representative of the Royal Ulster Yacht Club, and Ensign Roosevelt, President Roosevelt's nephew.

During the luncheon the President rose and said: "We have with us to-day representatives of the great powers, Great Britain, Germany, Russia and Japan. I ask you to drink to these great powers and to the sovereignty."

The toast was drunk standing. Then the President continued: "We also have with us representatives of an international incident. As to that, may the best win."

With laughter and applause that lasted for some time the guests drank the toast.

ABOARD THE KEARSARGE.

At 12:25 the President left the Mayflower in a barge for the flagship Kearsarge to return the call of Rear Admiral Barker. He was accompanied by Secretary Moody, Admiral Dewey, Rear Admiral Rodgers, Rear Admiral Taylor, General Chaffee and Commander Albert Gleaves, of the Mayflower.

As the barge cleared the ship. As the President went aboard the Kearsarge his flag was broken out at the main peak and every one of the twelve saluting ships in the fleet fired a President's salute. After chatting with Admiral Barker and casually inspecting the Kearsarge, the President, before visiting the other flagships to return the call of the rear admirals, addressed the enlisted men and officers of the ship. When they have been drawn up on the gun deck he spoke as follows:

"Officers and Enlisted Men—I wish to say a word of thanks to you on behalf of the people of the United States. There are many public servants whom I hold in high esteem, but there are no others whom I hold in quite the esteem I do the officers and enlisted men of the navy and the army of the United States."

"In doing your work here every bit should be done with an eye toward the day when upon every man, from the admiral to the lowest in rank, may rest the responsibility and duty of whether or not a new page of honor in American history shall be turned."

"As I passed the Olympia I remembered her grand victory of May 1, 1898, which made her name forever one of renown in our history. But I do not believe that admiral made her name forever one of renown in our history. I believe that the admiral who made her name forever one of renown in our history was the man who was with her when she was equipped for the work by days and by years, and who must have been many times in some duty. In speaking to all of you I want a chance to say a word of special recognition to the gun pointers. The shots that hit are the shots that tell. They are what make the navy prove itself equal to any deed. I am happy to say that the American seamen have never been deficient in the fighting edge, the first requisite of the fighting man. I do not praise you for being brave; that is expected. The coward is to be condemned rather than the brave man to be praised. I expect every one to show a perfect willingness to die rather than to see the slightest stain put on the American flag, but in addition you must know how to fight as well as to know how to die; then you will be what I believe you are, the most efficient fighting force the world has. I again thank you for what you are. A peculiar responsibility attaches to each and every one of you. It has been a pleasure to see the ship and the guns, but above all, the men behind the guns."

When the President spoke of Admiral Dewey he turned toward him and bowed. The admiral answered the bow. The men interrupted to cheer first the President and then the admiral. At the conclusion of the ceremony the band played the "Star-Spangled Banner."

(CONTINUED ON PAGE 7, COL. 2.)

IN A HEAD-ON COLLISION

ONE TRAINMAN KILLED AND SEVERAL SERIOUSLY HURT.

Passengers Also Painfully Injured—
Mistake in Train Orders Causes
a St. Paul Wreck.

CHICAGO, Aug. 17.—In a head-on collision between passenger trains on the Chicago, Milwaukee & St. Paul Railway near Long Lake, early to-day, one trainman received injuries which resulted in his death, an engineer and fireman were probably fatally injured and a number of persons were more or less seriously hurt. Many of the victims were Chicagoans on their way to and from the Wisconsin lake resorts. Those among the injured who were able to travel were brought to this city. Several of the victims were buried beneath the mass of wreckage and were removed with great difficulty. The trains were running at a high rate of speed and met on a curve. A mistake in train orders is given as the cause of the accident.

The Dead.—

W. A. NORTHWAY, express messenger on west-bound train.

Seriously Injured.—

MILTON TWICHELL, engineer.

ALBERT HEART, fireman.

WILLIAM HIGGINS, baggage master.

ALBERT RAEMAN, express messenger.

All of the injured trainmen were on the east-bound train, which left Madison, Wis., at 5:30 this morning. The passengers in both trains were thrown into a panic and many suffered painful though not serious injuries.

POWERS ON THE STAND

FORMER SECRETARY OF STATE RE-
PEATS HIS FORMER TESTIMONY.

Denies the Allegations of Frank Cecil
and Amplifies Former Statements
on Other Points.

GEORGETOWN, Ky., Aug. 17.—In the trial of Caleb Powers, the master of the steamship *Albatross*, the master of the ship Senator William Goebel Powers took the witness stand in his own defense at the afternoon session of court to-day. Examined by Judge J. R. Morton, he told the story he has repeated on the stand on each of his preceding trials and inserted new matter now and then by entering a denial of the story told by Frank Cecil, of Bell county, that he was seeking some one to enact the role of assassin. He was very earnest in his denial of the Cecil matter. In making answer to questions the defendant continually made explanation of what he meant. A number of times he fell into error in making these explanations and was corrected by the court. Attorneys Franklin and Campbell followed his recital closely and often interrupted.

In spite of the denial that he ever had any other motive in bringing the mountain army to Frankfort than to show the Democratic majority of the General Assembly South Marion, particularly a number of young women, have been greatly annoyed for the past few days by some one trying for the windows of their bedrooms at night. Sunday night four boys, none of whom was over sixteen years of age, kept a watch in the neighborhood and caught a big negro in the act of raising a window in a private residence. The boys jumped on him and a fight followed, but the colored man was finally overpowered and tied until an officer arrived and took him to jail. He gave the name of Elmer Evans in Police Court this morning and was sent to jail for twenty-one days on a plea of guilty to the charge of assault and battery. Evidence is being collected against him, and he is being held in custody.

He is charged with housebreaking when his sentence expires.

HESS'S FATHER VISITS HIM.

Erving Young Man Still Wants to End His Existence.

Special to the Indianapolis Journal.

GOSHEN, Ind., Aug. 17.—The father of Fred Hess, the young man who tried to kill himself Saturday after being put under arrest on suspicion of being a blackmailer, arrived here to-day from Columbia City. The Elkhart county officials have agreed to withhold the blackmailing charge here and permit Hess to be returned to Columbia City to be placed in jail there, pending trial on a blackmailing charge or insanity proceedings.

Young Hess talked quite freely to visitors Sunday, but has been less communicative to-day. To a Ligonier acquaintance who asked him yesterday why he wrote these letters, he parried by asking: "What did the Ligonier people think of the blow-up of 1902, but after blowing 2,000 feet in the direction of Ottajano has stopped, while the other stream is still moving, and has reached a point 2,500 feet toward Pompeii."

"TO HAVE AND TO HOLD."

WHEAT IS UP.



UNCLE JOSH IS A TRUST

PROS. BERTY

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BOTH SIDES UNBENDING

MARION STRIKE SITUATION AGAIN BECOMES CRITICAL.

All Negotiations Declared Off After a Fruitless Conference of Employers' Council.

Special to the Indianapolis Journal.

MARION, Ind., Aug. 17.—The strike situation growing out of the troubles at the German engine works has again assumed a critical aspect. Representatives of the striking machinists and Mr. B. F. Burke, representing the company, held a conference this afternoon, at which Mr. Burke rejected the demands of the strikers and all negotiations were declared off.

To-night both the Employers' Council and the Machinists' Union held meetings. The former endorsed the action of Mr. Burke, and in the matter of the local telephone strike decided to support the telephone company. A committee was appointed to visit neighboring cities and organize emergency councils. The attitude of Governor Durbin, as shown in his expressed determination to maintain order and the supremacy of the law in Marion, was warmly commended.

The machinists at their meeting endorsed the action of their representatives in this afternoon's conference, and decided to continue the strike; also to support the striking telephone employees.

METZLER IS ARRESTED

KEEPER OF INFAMOUS DIVE MUST ANSWER TO COURT.

Three Admittances Charging Him with Separate Violations of Law and Decency Are Filed.

Special to the Indianapolis Journal.

VINCENNES, Ind., Aug. 17.—Peter Greemore, whose home is ten miles south of here, is missing since Sunday and his friends fear foul play. Saturday night he was in this city and was held up and robbed of over \$200 by footpads. He returned home and brooded over his loss till noon when he left and has been killed or has committed suicide.

His relatives believe he has been killed or has committed suicide.

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MORE PAY FOR FIREMEN

ORDINANCE CONTEMPLATES ANNUAL INCREASE OF \$15,000.

Controller Breunig Declares the City Is Not in Position to Raise Wages and Is Opposed.

Special to the Indianapolis Journal.